

### Eastern Segment 5 (Used in Alignments A and C)

Route (south to north): From the north edge of the Metro parking lot near the elevator, continue north at grade with the rail line and cross over the parking areas associated with the apartment and cooperative buildings to the east. Continue at grade on WMATA property behind the Cady



Photo 6. View of the back side of the Elevation 314 site, which is being developed to accommodate an apartment building.

Lee Mansion (Photo 7). The trail would cross Piney Branch Rd. on a bridge at grade with the rail line.

Residents of the Eastmont Cooperative residential buildings have expressed concern with the bike trail encroaching on their parking area. The trail could be designed above the parking lot so as to limit the impact on parking spaces. The trail would pass behind the Cady Lee Mansion on property currently owned by WMATA. The trail would use National Park Service land to access an above-grade bridge to cross Piney Branch.

### Eastern Segment 5 Criteria and Descriptions

<b>Brief Description</b>		Trail above Metro elevator entrance onto a raised trail above parking lots of apartments and Coop on Eastern Avenue onto a trail behind the Cady Lee house and over Piney Branch on a bridge.  Used in Alignments A and C.
<b>Continuity</b>	●	<b>GOOD.</b> Zero (0) intersection crossings.
<b>Elevation Change</b>	●	<b>GOOD.</b> Flat, minimal change in grade.
<b>Trail Access</b>	○	<b>AVERAGE.</b> Lacks any trail access between Metro and Piney Branch Rd. However, length of segment is short.
<b>Metro Access</b>	●	<b>GOOD.</b> Direct ramp down to Metro Station and bus stops.
<b>Trail Safety</b>	●	<b>GOOD.</b> Trail is above grade of traffic and runs above Piney Branch on a bridge.
<b>Personal Security</b>	○	<b>AVERAGE.</b> Trail portion along rail line affords excellent visibility within a high activity area. Trail portion behind apartments and Cady Lee house are less visible.
<b>Economic Development</b>	○	<b>AVERAGE.</b> Minimal adjacent commercial/retail activity which is true for other segments in this area.
<b>Aesthetics of Trail</b>	○	<b>AVERAGE.</b> Trail is visible behind Eastern Ave apartments and Cady Lee house but could be designed and landscaped to minimize impact of trail and rail road. Bridge crossing over Piney Branch.
<b>Neighborhood Impact</b>	○	<b>HIGH.</b> Residents of Eastern Ave. apartments and coops express concern with trail crossing above their parking area. Concern raised regarding path crossing adjacent to NRHP-listed Cady Lee house property.

### Eastern Segment 5 Criteria and Descriptions, continued

<b>Environmental Impact</b>	○	<b>HIGH.</b> Would pass by NRHP-listed Cady Lee house and through National Park Service land. An Environmental Assessment (EA) would be required.
<b>Construction Costs</b>	○	<b>HIGH.</b> Trail designed at-grade with rail line for majority of length including a bridge over Piney Branch Rd.
<b>Land Acquisition</b>	○	<b>HIGH.</b> Requires property acquisition and easements of WMATA, NPS, and private property.

Low ● Good

Moderate ● Average

High ○ Poor



Photo 7. View west of Cady Lee Mansion. Land to the right in the photograph is owned by the National Park Service. The trail would cross along the rail line on WMATA and NPS property in the background in Segment 5 (used in Alignments A and C).



Photo 8. View west at intersection of Eastern Avenue and Piney Branch Road. Rail line is in the background, where a trail bridge would be constructed as part of Segment 5 (used in Alignments A and C).

### Alignment A Cost Estimate

Trail Element	Length (feet)	Type of Trail	Cost
Blair Road	3,000	On-street bike path	\$69,000
Van Buren Road	295	Shared Roadway	n/a
Sandy Spring Road	1,293	Shared Roadway	n/a
Maple Street	316	Shared Roadway	n/a
Vine Street	324	Shared Roadway	n/a
Elevation 314 Development	330	Structure/Bridge	\$726,000
Carroll St./Cedar St.	80	Structure/Bridge	\$176,000
Metro Property	607	Structure/Bridge	\$1,335,400
Rear of Apartments	351	Structure/Bridge	\$772,200
Cady Lee House	190	Asphalt trail	\$3,230
Piney Branch Road	100	Structure/Bridge	\$220,000
<b>TOTALS:</b>	<b>6,886</b>		<b>\$3,301,830</b>

**SELECT TO VIEW:**

**Figure 3 Eastern Alignment A Map**

### 5.1.2 Alignment B (Consisting of Eastern Segments 1, 3, and 6)

#### Eastern Segment 1 (Used in Alignment A, B, or C)

Route (south to north): Begin at the intersection of Kansas Avenue, North Dakota Avenue, and Blair Road. Travel north on Blair Road to Van Buren Street. Turn right to pass through rail line tunnel. Turn left on Sandy Spring Road. Turn right on Maple Street to corner of Maple Street and Vine Street.

Blair Road from its intersection with Kansas Avenue and North Dakota Avenue to the intersection with Van Buren Street would be designed as an on-road two-way bicycle path. The northbound lane of traffic nearest the sidewalk would be removed to accommodate the bike trail with a physical barrier separating the traffic and the trail. This area is predominantly residential with a mix of detached homes and apartment buildings. The Blair Road portion of this segment has relatively heavy traffic levels, particularly during morning and evening rush hours (Photo 4). Sandy Spring Road is a mix of residential uses to the east and industrial uses to the west (Photo 5). The trail on Maple Street, Sandy Spring Road, and portions of Van Buren Street can be designed as an off-street sidepath or combination of sidewalk and shared roadway.

#### Eastern Segment 1 Criteria and Descriptions

<b>Brief Description</b>		Blair Rd. to Van Buren to Sandy Spring to Maple; all on road. Used in Alignments A, B, C.
<b>Continuity</b>	●	<b>AVERAGE.</b> Three (3) intersection crossings.
<b>Elevation Change</b>	●	<b>AVERAGE.</b> Steep hill on Blair Rd. from Van Buren to Underwood St. Flat for the remainder of the segment.
<b>Trail Access</b>	●	<b>AVERAGE.</b> The majority of this segment travels on streets dominated by residential development. However, commercial & industrial uses are nearby (e.g., Sandy Spring Road).
<b>Metro Access</b>	●	<b>AVERAGE.</b> Nearby Metro Station and bus stops.
<b>Trail Safety</b>	●	<b>AVERAGE.</b> Traffic separated sidepath on Blair Rd. Once trail turns onto Van Buren, streets have much lower traffic volume and trail can share the road.
<b>Personal Security</b>	●	<b>AVERAGE.</b> Blair Rd. is well-lit and heavily traveled; other streets have less lighting and less activity.
<b>Economic Development</b>	○	<b>POOR.</b> Segment does not travel along commercial/retail corridor.
<b>Aesthetics of Trail</b>	●	<b>AVERAGE.</b> Segment is a sidepath on Blair Rd. and shared roadways on other streets. It does not affect surrounding areas.
<b>Neighborhood Impact</b>	●	<b>LOW.</b> On-street trail retains adequate automobile rights-of-way. No private property involved.
<b>Environmental Impact</b>	●	<b>LOW.</b> Would have little or no additional environmental impacts.
<b>Construction Costs</b>	●	<b>LOW.</b> Involves construction/design of dedicated lane along Blair Rd.
<b>Land Acquisition</b>	●	<b>LOW.</b> Involves removal of traffic lane along Blair Rd.

Low ● Good

Moderate ● Average

High ○ Poor

### Eastern Segment 3 (Used in Alignments B and C)

Route (south to north): Begin at the intersection of Maple Street and Vine Street. Continue east on Maple Street to the intersection with Carroll Street. Turn left on Carroll Street to the intersection with Cedar Street (Photo 9). Turn right on Cedar Street to Eastern Avenue, and then north on Eastern Avenue to the intersection with the Metro parking lot. All of this segment would be on-street.

### Eastern Segment 3 Criteria and Descriptions

<b>Brief Description</b>		Corner of Maple and Vine, left on Carroll St., right on Cedar St., left on Eastern Ave.  Used in Alignments B and C.
<b>Continuity</b>	○	<b>POOR.</b> Three (3) intersection crossings.
<b>Elevation Change</b>	●	<b>AVERAGE.</b> Gradual slope on hill on Eastern Ave and turn with Cedar St.
<b>Trail Access</b>	●	<b>GOOD.</b> Trail segment provides direct access to residential areas on Maple, Cedar, Eastern, and Metro users and commercial/retail uses in the Carroll St. area. Offers best connection to Old Town Takoma Park.
<b>Metro Access</b>	●	<b>AVERAGE.</b> On street route passes next to Metro Station and bus stops.
<b>Trail Safety</b>	○	<b>POOR.</b> On-street trail requiring intersection crossings at Maple/Carroll, Cedar/Cedar, and Cedar/Eastern intersections. Traffic volumes are high on all these streets.
<b>Personal Security</b>	●	<b>AVERAGE.</b> This segment is well traveled and well lit. Close proximity to Metro and commercial/retail uses on Carroll St.
<b>Economic Development</b>	●	<b>GOOD.</b> Provides direct access to commercial/retail along Carroll and Cedar Streets and close proximity to Old Town Takoma Park.
<b>Aesthetics of Trail</b>	●	<b>AVERAGE.</b> Segment is shared roadway with bikes and autos and does not affect surrounding areas.
<b>Neighborhood Impact</b>	●	<b>MODERATE.</b> Shared roadways for bikes and autos would increase the level of vehicular traffic on all streets in the segment.
<b>Environmental Impact</b>	●	<b>LOW.</b> Would have little or no additional environmental impacts.
<b>Construction Costs</b>	●	<b>LOW.</b> Involves signage of shared roadway along all affected streets.
<b>Land Acquisition</b>	●	<b>LOW.</b> All portions of trail are shared roadways.

Low ● Good

Moderate ● Average

High ○ Poor

### Eastern Segment 6 (Used in Alignment B Only)

Route (south to north): Beginning at the intersection with the Metro parking lot, travel north on Eastern Avenue (Photo 10) to the intersection with Piney Branch Road (Photo 8). Cross Piney Branch Road at the crosswalk.

In order to accommodate on-street bike paths on both sides of the street along Eastern Avenue, the parking spaces on the western side of the road would be removed. The center line of Eastern Avenue would be adjusted to even the lanes. Neighborhood citizens have expressed concern over this proposal given the limited parking available in the Takoma area.

## Eastern Segment 6 Criteria and Descriptions

<b>Brief Description</b>		Bike lanes on Eastern Ave. from Metro parking entrance up to Piney Branch Rd. Used in Alignment B only.
<b>Continuity</b>	●	<b>AVERAGE.</b> Two (2) intersection crossings.
<b>Elevation Change</b>	○	<b>POOR.</b> Steep, long hill.
<b>Trail Access</b>	●	<b>GOOD.</b> Unlimited trail access along Eastern Ave. which is predominantly residential.
<b>Metro Access</b>	●	<b>GOOD.</b> Nearby Metro Station and bus stops.
<b>Trail Safety</b>	○	<b>POOR.</b> Steep hill. Heavy traffic volumes including Metro buses along Eastern. At-grade crossing of Piney Branch/Eastern intersection and four-way stop along Eastern Ave.
<b>Personal Security</b>	●	<b>GOOD.</b> Eastern Ave. is well lit and well traveled. Design would provide dedicated bike lanes in both directions.
<b>Economic Development</b>	○	<b>AVERAGE.</b> Segment does not travel along commercial/retail corridor.
<b>Aesthetics of Trail</b>	●	<b>AVERAGE.</b> Segment is an on-street bike lane and may affect on-street parking on Eastern Ave.
<b>Neighborhood Impact</b>	○	<b>HIGH.</b> Removal of parking along Eastern Ave. would adversely impact adjacent residents who rely heavily on these parking spots for guest parking. Area has a shortfall of available parking.
<b>Environmental Impact</b>	●	<b>LOW.</b> Would have little or no additional environmental impacts.
<b>Construction Costs</b>	●	<b>LOW.</b> Involves design/construction of dedicated bike lane along Eastern Ave.
<b>Land Acquisition</b>	●	<b>LOW.</b> All portions of segment are on-street bicycle lanes.

Low ● Good

Moderate ● Average

High ○ Poor



Photo 9. West view of intersection of Carroll Street and Cedar Street with Metro rail in background. Bicycles would share the road with cars in Segment 3 (Alignments B and C).



Photo 10. View north on Eastern Avenue from edge of Metro parking lot. Parking spaces on the western side of Eastern Avenue would be removed and the street repainted to accommodate on-street lanes in Segment 6.

**Alignment B Cost Estimate**

<b>Trail Element</b>	<b>Length (feet)</b>	<b>Type of Trail</b>	<b>Cost</b>
Blair Road	3,000	On-street Bike Path	\$69,000
Van Buren Road	295	Shared Roadway	n/a
Sandy Spring Road	1,293	Shared Roadway	n/a
Maple Street	746	Shared Roadway	n/a
Carroll St./Cedar St.	845	Shared Roadway	n/a
Eastern Avenue	1,194	Bike Lanes	\$1,944
<b>TOTALS:</b>	<b>7,373</b>		<b>\$70,944</b>

**SELECT TO VIEW:**

**Figure 4 Eastern Alignment B Map**



### 5.1.3 Alignment C (Consisting of Eastern Segments 1, 3, 4, and 5)

#### Eastern Segment 1 (Used in Alignments A, B, and C)

Route (south to north): Begin at the intersection of Kansas Avenue, North Dakota Avenue, and Blair Road. Travel north on Blair Road to Van Buren Street. Turn right to pass through rail line tunnel. Turn left on Sandy Spring Road. Turn right on Maple Street to corner of Maple Street and Vine Street.

Blair Road from its intersection with Kansas Avenue and North Dakota Avenue to the intersection with Van Buren Street would be designed as an on-road two-way bicycle path. The northbound lane of traffic nearest the sidewalk would be removed to accommodate the bike trail with a physical barrier separating the traffic and the trail. This area is predominantly residential with a mix of detached homes and apartment buildings. The Blair Road portion of this segment has relatively heavy traffic levels, particularly during morning and evening rush hours (Photo 4). Sandy Spring Road is a mix of residential uses to the east and industrial uses to the west (Photo 5). The trail on Maple Street, Sandy Spring Road, and portions of Van Buren Street can be designed as an off-street sidepath or combination of sidewalk and shared roadway.

#### Eastern Segment 1 Criteria and Descriptions

<b>Brief Description</b>		Blair Rd. to Van Buren to Sandy Spring to Maple; all on road. Used in Alignments A, B, C.
<b>Continuity</b>	●	<b>AVERAGE.</b> Three (3) intersection crossings.
<b>Elevation Change</b>	●	<b>AVERAGE.</b> Steep hill on Blair Rd. from Van Buren to Underwood St. Flat for the remainder of the segment.
<b>Trail Access</b>	●	<b>AVERAGE.</b> The majority of this segment travels on streets dominated by residential development. However, commercial & industrial uses are nearby (e.g., Sandy Spring Road).
<b>Metro Access</b>	●	<b>AVERAGE.</b> Nearby Metro Station and bus stops.
<b>Trail Safety</b>	●	<b>AVERAGE.</b> Traffic separated sidepath on Blair Rd. Once trail turns onto Van Buren, streets have much lower traffic volume and trail can share the road.
<b>Personal Security</b>	●	<b>AVERAGE.</b> Blair Rd. is well-lit and heavily traveled; other streets have less lighting and less activity.
<b>Economic Development</b>	○	<b>POOR.</b> Segment does not travel along commercial/retail corridor.
<b>Aesthetics of Trail</b>	●	<b>AVERAGE.</b> Segment is a sidepath on Blair Rd. and shared roadways on other streets. It does not affect surrounding areas.
<b>Neighborhood Impact</b>	●	<b>LOW.</b> On-street trail retains adequate automobile rights-of-way. No private property involved.
<b>Environmental Impact</b>	●	<b>LOW.</b> Would have little or no additional environmental impacts.
<b>Construction Costs</b>	●	<b>LOW.</b> Involves construction/design of dedicated lane along Blair Rd.
<b>Land Acquisition</b>	●	<b>LOW.</b> Involves removal of traffic lane along Blair Rd.

Low ● Good

Moderate ● Average

High ○ Poor